

2,000 SCHOOL CHILDREN INOCULATED

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Edmonton Bulletin

/OL. XVI., No. 138.

EDMONTON, ALBERTA.—Alberta's Oldest Newspaper — SATURDAY, MAY 15, 1926.

HOME EDITION PRICE FIVE CENTS

NORTH POLE DIRIGIBLE NORGE SAFE AT NOME

School Pupils Guarded

Campaign Against Ravages of Diphtheria Waged Vigorously

CITY PHYSICIANS GIVE MUCH HELP

Dr. D. J. Dunn Greatly Pleased With Results of Work

More than 2,000 Edmonton school children, under 11 years of age, were given inoculations from the ravages of diphtheria. Figures given out by Dr. D. J. Dunn, medical health inspector of public schools, show that this number of school children were vaccinated while a civic official "was warm in his praise of the members of the medical profession who had assisted in the combined educational and preventive campaign which was waged during the week."

"Without the assistance of the medical men in carrying out of this work, it would have been impossible," said Dr. Dunn. "The biggest thing that has been done since the introduction of antitoxin. Edmonton is probably one of the few cities which has been known to have had ten years of vaccination against diphtheria. We have inoculated all children and the results are excellent. There is no close lab of them since, not one of us has had diphtheria," said Dr. Dunn.

Concerning Treatment. "In the last 11 years of this week, as far as I can learn, not one case of diphtheria has come to my office. I consider it the biggest thing that has been done in the last 11 years since the introduction of antitoxin. Edmonton is probably one of the few cities which has been known to have had ten years of vaccination against diphtheria. We have inoculated all children and the results are excellent. There is no close lab of them since, not one of us has had diphtheria," said Dr. Dunn.

Pass the Bylaws!

Pilsudski Controls Poland; Fighting at Warsaw Is Ended

Pass the Bylaws!

ON Monday the City Council is asking the tax-payers for \$126,000 for street improvements.

The Public School Board is asking also for \$130,000 to provide more school accommodation.

Both are prime necessities of city growth and progress. Both have been neglected for a number of years because of financial conditions.

The Council wants money to replace pavement that has worn out, and to grade and gravel some of the main thoroughfares which should have been put in shape years ago.

The School Board wants money to relieve the congestion that has developed because school-building could not keep pace with the growing school population.

Edmonton's finances have been set in order. It's credit has been restored. The city is now paying as it goes.

It is time we began to "pull up the slack"; to make some of these improvements of a necessary character which had to be stood over because of the urgent necessity of disengaging the civic finances.

It is time to advance.

PASS THE BYLAWS.

School and Paving Bylaws To Be Voted On Monday; Improvements Much Needed

Necessary Street Improvements Should Be Ratified by the Ratepayers—Grading and Graveling Main Arteries Requires Expenditure of \$75,000—\$130,000 Required for Educational Purposes

Edmonton has a chance to show the world that it is "over the top" on Monday when it gives the solar plexus punch to the blueprint shunters when for the first time in two years money shall be voted for necessary paving and grading will be voted on by the ratepayers.

NATIONAL RAILWAYS WILL PAY PROFIT, DECLARES THORNTON

Exclusive to the Bulletin

TORONTO, May 15.—"Not only will the National Railways return a substantial profit to the public next year, but they will also return a substantial profit to the ratepayers," said Mr. Thornton, president of Canadian National employees' pension fund, who, in a speech to the Canadian Railway Association yesterday, expressed the opinion that the ratepayers will be the chief beneficiaries.

In Good Standing. As a result of the fact that the Canadian National Railways will return a substantial profit to the public next year, the company will be able to meet its obligations to the pension fund.

Mr. Thornton expressed his pleasure at being able to speak on behalf of the Canadian National Railways.

Continued on Page Eleven

PASS THE BYLAWS.

YOUTH GETS CHANCE TO LEARN A TRADE WHILE SERVING TERM

Moore Shannon was sentenced to two years at the Prince Albert penitentiary Friday by Magistrate Murray on charges of having been in a reform school, and has been held under investigation for the past five months.

He was given the best chance to earn a trade while serving his sentence.

He is a hard-working son, this ret-

urned boy, and she's got to serve her time, and appear at her best.

Can't be helped.

He is a hard-working son, this ret-

urned boy, and she's got to serve her time, and appear at her best.

No use saying he can't get help, there are any number of useful and willing people to give him nice houses for the summer.

They can sweep and wash, and cook and sew—and their parents will be glad to help you if you need a gardener or a handyman—a needlewoman.

Is this your case? Don't hesitate—Ask quickly for help!

Bulletin Automobiles To Be Awarded in Two Weeks

Time Enough Yet to Put a Favorite Candidate Over the Top

Dear Bulletin readers: and your name is legible, the big subscription contest now being conducted by this newspaper, and the autos which are being given away almost daily from the top of the page, if you want to have the satisfaction of winning, you must do all in your power to assist your favorite candidate. You may not win in one of the trophies, now is the time to enter. If you do not win, but you are not amongst the many names which pick out your favorite candidate and send your subscription in TODAY with the request:

The "Small Ads" will answer the call!

CHORAL WORK AT FESTIVAL FIRST CLASS

Adjudicators Give Unstinted Praise to Alberta Singers

MANITOBA AHEAD IN INSTRUMENTAL

Hugh S. Robertson and J. C. McLean Give Sound Advice

By JOHN OLIVER

"The most outstanding feature of the Alberta musical festival to me," said Hugh S. Robertson, conductor of the world-famous Orpheus Choir, Society of Glasgow, and one of the adjudicators at the festival, to the Bulletin this morning when asked his opinion of the festival. "The vocal solo was the classic solo event of all competitions and open to all who have made previous tests. Mrs. James also won the cup in 1923."

"The vocal solo classes may not be so consistently high as in the older classes, but the singing of the Glasgow and Birmingham, but there are some very good voices to be had to the home in Britain. The choral singing generally came as a surprise to me."

"Having seen the Manitoba festival, I am inclined to believe that in singing there would set the standard for the future. The Manitoba band was completely upset by the choir of Alberta and it was an exaggeration to say that the Albertans were in their heat moments equal to ours."

"The solo voice of Mrs. Gordon James, of Ed-

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Published every afternoon except Sunday, by the
Alberta Free Press, Limited, at the Sulphur Building,
10145 Jasper Avenue, East, Edmonton, Alberta,
Canada.

CHARLES E. CAMPBELL, Publisher

Subscription Rates

Delivered by Carrier	50c per month
BY MAIL IN CANADA	
One month, payable in advance	\$1.50
Two months, payable in advance	\$2.00
One Year, payable in advance	\$18.00
BY MAIL U.S.A.	
One year, payable in advance	\$20.00

If it will help Alberta the Bulletin is for it.

SATURDAY, MAY 15, 1926

Everybody Must Have Done It.

Perhaps just to correct the popular perspective of things, some one would be good enough to go before the Parliamentary committee and testify that he had paid duty on some goods brought in through the port of Montreal.

Curious Looking "Advantages"

The London Morning Post thinks "It is undoubtedly the fact that if the Dominions proposed the same advantages to the British migrants as those which the United States provides he would choose to remain under the British flag. It is also the fact, we are sorry to say, that the same advantages are not now available to the immigrants although on the one hand the greatest need of this country is to find an assured livelihood for its young men, and on the other hand the greatest need of Canada and Australia is the need of men."

Meaning, perhaps, that if Canada and Australia surrounded their borders with particularly migrate laws and permitted only a stated number of British migrants to get through the gateways per year, there would have a veritable mob of young Britshers clamoring to get in. Aside from telling them that they are not wanted, and will not be admitted unless they stand strictly in single file and pay a stiff price, I suppose that is only as much to the point as it is apparent that the United States goes out of its way to offer any "advantages" to migrants from Britain or any other country.

The School By-Laws

The public school board is asking the voters of Edmonton to pass a by-law empowering the board to raise the sum of \$130,000 by debenture issue, the money to be spent in carrying out the policy of the board for the enlargement of school accommodation. As there are three separate items of expenditure included in the one vote, the only one of which has not been published, the detailed purposes for which the money is sought, are not as clearly understood as they should be.

Most of the sum, it is stated, is for the erection of a permanent school at Calder. Present arrangements there are to be made for the temporary buildings located at considerable distances and not provided with sanitary services. Seven classes are already housed in the six available rooms, and as the community is a growing one conditions each succeeding year must be expected to become less suitable. A permanent building is provided, capable of accommodating the present classes and with some room to spare.

A second object is to finish the rooms on the third floor of the Eastwood building. There are rooms there which are not now being used but which could be made available if the rooms being held in basement rooms or temporary structures, or both. The plan is to establish a senior high school in the Eastwood building, giving instruction from grades IX to XII inclusive. That would relieve the pressure on McLoughlin high school and all public schools in the last district to be located in the new building. Four classes there now meet in temporary quarters nine blocks away from the main building while grade VII and VIII pupils have to attend Oliver or Queen's.

The balance of the money is required for extensions and improvements at the Garneau school. The three proposals are included in one by-law and must therefore be all endorsed or all rejected.

Bylaws for Street Improvement

The city council is asking the burgesses on Monday to sanction three money by-laws. All are to cover the expense of street improvement, and in each case the need of the improvement is obvious.

One by-law gives council authority to borrow \$13,900, with which to pave the south side of Norwood boulevard from 55th street to 101st street. The north half of the boulevard was paved thirteen years ago. Three years ago the street was paved to 100th street to give this southerly strip that the money is required. Motorists know that whether is needed.

A second proposal is to pave the south side of 107th avenue westward from 101st street. The conditions there are similar to those on Alberta avenue, the paving age being paving between the car tracks to go on. To replace the paving more than to pave the southern half of the roadway, as proposed. And this will have the additional advantage of diverting motor and team traffic off the tracks, much to the safety and convenience of all concerned. This was the course adopted in the repair of Alberta avenue, and it is fair to say that the same treatment be given in the one case as in the other. The cost is calculated to be \$39,200.

The third bylaw asks authority for council to borrow \$73,000 with which to grade and gravel main thoroughfares about the city. This is by way of being a cheaper substitute where paving should not last but cannot be put down at present because of the cost. The proposed roads are planned to make connecting links between paved streets, and between these and main highways at the city boundaries. As in the other instances, the object speaks for the necessity of the undertaking. The condition is which the unpaved and ungravelled streets will be next month, when the rainfall is sufficiently well known, and provides the strongest kind of argument for putting the most used ones in condition for satisfactory all the year-round service.

Just Folks

by Edgar A. Guest

FIT YOUR CITY ON THE MAP

Success is not of town or place. It's always of the man. It's not the city here you dwell; it's how you dream and plan. It's not you and what you do which brings success about. Wherever leadership exists the world will find it out. If your town be little known, it merely waits the day.

What's the man and do the thing which puts it on the map?

Success is not of size or crowds. It's always told in deeds.

A city is a story from the page of life itself.

The old disease finds the man and often it gives attention to the distant place wherein he tells and lives.

The world may make a pilgrimage unto his little town.

Men shall come from distant lands his place of birth to tell to him of the past in the map.

Where he lived and where he told remembered long shall be.

Oh, dreamer in the hidden haunts, learn this from all.

For you are the place where you abide and all its people wait.

Cities have their fame from men, and not from buildings tall;

Stratford shall still be Shakespeare's town, though

you rose a rose or wrote a book, do aught which wins renown.

Achieve success and from that hour the world shall know you.

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Do You Remember?

FORTY YEARS AGO

From the Edmonton Bulletin, Saturday, May 18, 1886.

A. W. Ross M.P. for Lacombe, Manitoba, speaking in the House of Commons, said that he understood that certain large numbers of Canadians had settled in the United States, proved that in 1880 the number of Canadian citizens in the United States was 1,000,000, in Iowa, Minnesota, Montana, Oregon, Wisconsin, Michigan, and Manitoba, and that in 1890 the number was 1,500,000. As that of Dakota is a large or even larger number, he asked the Minister of the Interior to ascertain the exact number.

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It Will Help You to Attend Your Church on Sunday

Metropolitan Church Has Made History In Edmonton Since 1893

Little Group Gathers at Home of John Shields and pass Motion: "A Methodist Church be Built. Not to Cost More Than \$700"

The history of Metropolitan Church begins back in the early days of what is now Edmonton South, or Strathcona, when there were not more than twenty-five homes in the territory included in this community the district was served from the North side by ministers or students who would travel from town.

For instance, at June 1892 Rev. C. O. Peemuer the pastor of McDougall Church was giving monthly service in Edmonton South on Sunday afternoons holding them in halls or houses as convenient, but in the whole year had not preached in the same building twice. In June of that year a little group of men and women assembled in the home of John Shields to talk over the needs of the district and a motion was passed that "A Methodist Church be built not to cost more than \$700.00 and that it be for all Protestant people until such time as each has their own church." Of course the first estimate was quite incorrect with most Church enterprises it was too modest, and the final figure was just double. \$1,400.00 was raised \$900.00 toward this came from the McDougall estate through the Missions Society.

Lots Were Drawn

The two lots were A.C. from the Calvary and B.C. from the New Haven. Lots A.C. were later taken for parsonage purposes and the lots were given Mr. A. W. Toll. The main building committee was Messrs. R. McFerren, C. C. Tolson, Mr. John Shields and J. G. Fisher, and the lot was given to Mr. Tolson. In 1892, Rev. C. O. Peemuer being in charge, and the following spring Rev. George Elmer was appointed to South Edmonton, and as a student preaching Sunday mornings at Agnes Street, Redwood, South Edmonton, and evening Sunday mornings at Beaumont.

Ladies' Aid Formed

One hundred and ten in the formation of a Ladies' Aid were very active in the work. In October, 1893, when Rev. W. V. Lewis was appointed to the pastorate, at a meeting of the ladies' aid, a new organization was formed, with Mrs. Toll as first president. Some three or four of the original members still remain in the community and loyalty keeps them in touch with the church. These are Mrs. Toll, Mrs. T. Allen, Mrs. H. E. Gordon, Mrs. Knapp, and Mrs. John Shields.

Parsonage Built

The parsonage was built on the lot adjoining the church, and in the fall of 1893, when Rev. W. V. Lewis was appointed to the pastorate, the lot was given to the enterprise. Many of the members are now deceased, but the church continues to grow and to be a great factor in the life of the community. The increased population stimulates the desire for a larger church, and it became apparent that larger accommodations were needed. It was the desire of the church that one could tell just where the next advance would be made. There had been a desire to have a larger church in succession to the advance of 1893, but the church had no funds to meet the expense which will be remembered by some whom will still be remembered when the completed plan is as follows:

Rev. G. Elmer 1893-1894.

Rev. W. V. Lewis 1894-1895.

Rev. C. W. Finch 1895-1896.

Rev. W. V. Lewis 1896-1897.

Rev. H. E. Gordon 1897-1898.

Rev. R. J. Lewis 1898-1899.

Rev. W. V. Lewis 1899-1900.

Rev. A. H. Goings 1900-1902.

Rev. Wm. Hollingsworth 1902.

New Plans Formed

Under the ministry of Dr. T. J. Johnston, 1903-1904, the new church enterprise was brought to a successful conclusion, providing for both a new parsonage and a new church.

The present parsonage was built in the fall of 1904, and the construction of the new church was commenced in the early spring of 1902 and completed in 1904. The first service in the old church being on April 14, 1904, and the first services in the new church being held in the basement of the new church on its dedication being November 22, 1904.

Metropolitan is a fine Gothic structure

an imposing tower rising to a height of 100 feet above the city and gray stone.

The architects were Messrs. R. H. Lavelle and J. D. Weston.

The first trustees were: Messrs. John Shields, Richard John Johnson, Mr. and Mrs. W. V. Lewis, J. R. Lavelle and J. D. Weston.

Many of the members are now deceased, but the church continues to grow and to be a great factor in the life of the community.

Some three or four of the original members still remain in the community and loyalty keeps them in touch with the church. These are Mrs. Toll, Mrs. T. Allen, Mrs. H. E. Gordon, Mrs. Knapp, and Mrs. John Shields.

Epitome of Trust

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Morale Reduced

This has been reduced to \$12,000. This has been reduced to \$12,000, and is being met now with reduce rates on the part of the congregation.

Both the church and the parsonage are in a state of splendid repair so that the fine and comfortable surroundings of the church are available to the United Church.

The "Up and Upward" the subject of "Onward" and "Forward" the slogan of the church, is well carried out in this beautiful residential church.

Worship Reduced

The church is not only giving of their time but also of their money for the propagation of young people, in relationship to the church. In this connection the church is aware of the thought in the minds of her young people, the communists of her young people's groups to propagate their ideas.

Both the church and the parsonage are in a state of splendid repair so that the fine and comfortable surroundings of the church are available to the United Church.

The "Up and Upward" the subject of "Onward" and "Forward" the slogan of the church, is well carried out in this beautiful residential church.

An Innovation

This is perhaps the first time that Edmonton will have the opportunity to witness a service of this nature.

A great deal of interest and pleasure is given to young people by the church.

A portion of the McDougall church building is being used for the purpose of the work.

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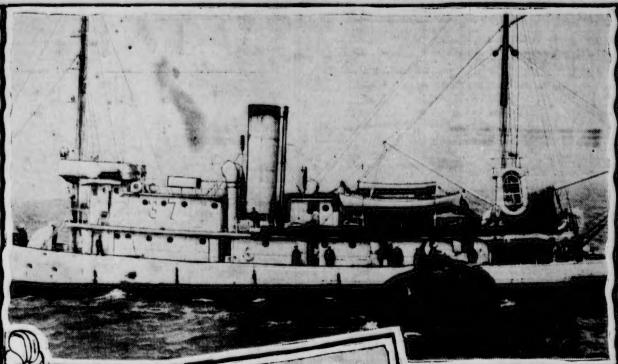
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Adopted "Daughter" is 36; The King and His Stalwart Guards



GIVEN LEGION OF HONOR: DR. HENRI HYVERNAT, professor of Biblical archeology and Semitic languages, at Catholic University, Washington, D.C., whose scholarship has been signally recognized by France. He is known as one of the greatest present-day savants in his subject.



START S-51 SALVAGE: Eight pontoons have been constructed by the United States Navy salvagers for the task of raising the sub off Rock Island. With a team of 25 divers and the new underwater torch it is planned to bring the craft to the surface. Photo shows S.S. Vestal with a pontoon.



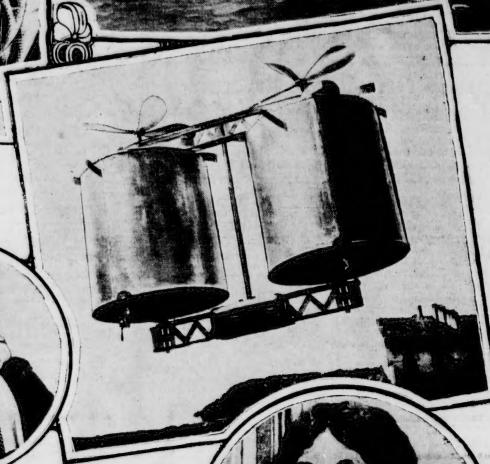
HAS "NOSE FOR NEWS": MISS DOROTHY DUCAS, a senior at the Columbia school of journalism, who has just been awarded one of the Pulitzer scholarships entitling her to a year's study abroad. She is only 20, being the youngest girl to have received the honor, it is said. Sinclair Lewis refused his \$1,000 award.



SHARES IN HUGE ESTATE: Mrs. Wanda Mosher Layton Williams, 71-year-old woman of Trenton, N.J., will share, according to reports, well along with her son, a Trenton motorman, in the \$32,000,000 estate of the late Ezekiel Mosher, who died recently in England.



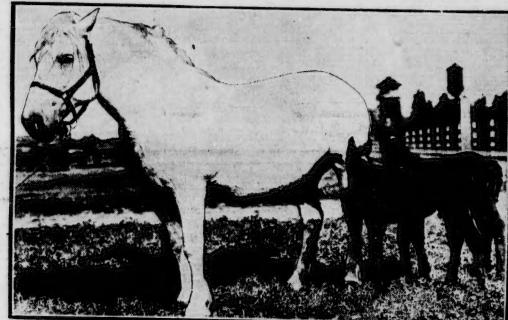
ALLEGES HEARTBREAK: Mrs. Marjorie Kaapen Waite, who says she is going to sue Harry Greb for \$100,000 to mend the broken heart caused, she says, when theistic star forgot their love in the midst of fame and riches.



RIGHT: THE ADOPTION of Mrs. Marjorie Kaapen Waite, a widow of 36, has just been announced by George Peabody, aged 74, New York banker and philanthropist. The papers make her his legal daughter. Mrs. Waite, whose husband died two years ago, has been associated with her father for five years in his charitable and welfare work. Photo of Mrs. Waite.



LEFT: QUITE UNLIKE the modern airplane is this aerial rotocopter which has just been patented by Elpidio Piccolo, of Pavia, Italy. The rotors furnishing the motive power are filled with gas for buoyancy, the principle being similar to Flettner's.



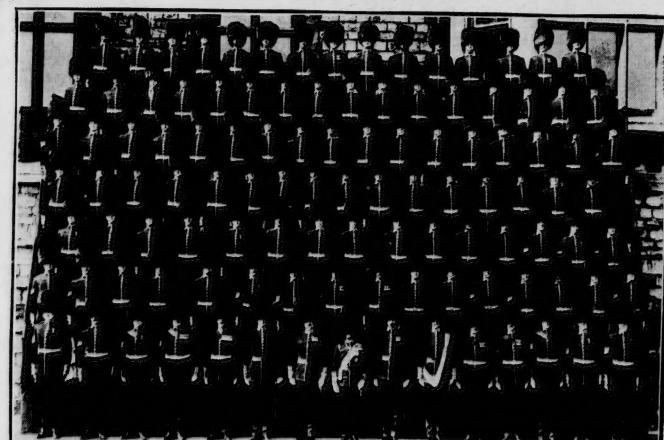
UNUSUAL PAIR OF TWINS: DRAFT MARE AND HER PERCHERON COLTS, born at Davis, Calif., recently. This so-called "phenomenon" is said to have created great interest among southern horsemen and veterinarians as, it is said, twin colts are rarely born to draft mares. The colts were sired by St. Augustine out of Fernandes Lucille.



NOT A "TIME SERVER": ANDREW EORIO, New York hod-carrier, who has been awarded the "Certificate of Craftsmanship" by the building congress of Gotham, bring the 98th workman to be so honored. It was said that the award was made, not only because of his artisanship, but also because that in no sense of the phrase did he "watch the clock."



SUPER ATHLETE: VIC ORSATI, youthful batting wizard of the University of California baseball squad, who was recently voted the most valuable all-round athlete of any college in the southern part of the state. Already the major league scouts, it is said, have fixed their attention on the Italian youth.



"THE KING'S OWN": HIS MAJESTY WITH THE GRENADIER GUARDS, above photo being, it is said, the first that has ever been made of King George and his own company together. It was taken in front of the royal apartments at Windsor Castle on the occasion of the recent inspection. His majesty is in the front row (centre). The average height of the men is 6 feet 3 inches, none being accepted who are under 6 feet 2 inches.

SPORT PAGE

FORMER NEW YORK BOXING COMMISSIONER SAYS NEGRO IS ENTITLED TO MATCH

Claims Selection of Dempsey's Opponent Rests Entirely With Tex Rickard—Champion, in Training, Does Not Fear Kearns' Suit

Exclusive to Bulletin

NEW YORK, May 15.—Neither politics nor public opinion stands in the way of a contest for the world's heavyweight title between the champion, Jack Dempsey, and Harry Wills, the Negro challenger. If Harry is under-protected for Gene Tunney, the boxer can do nothing but fight him in Tex Rickard or Jack Dempsey's ring.

George Breuer, contrary to general belief, is strongly in favor of a Dempsey-Wills match. And, what is more, he is in favor of the New York Commission recognizing Wills as the world champion if Dempsey refuses to give the Negro challenger his chance.

RICKARD CAN DO ANYTHING HE WANTS

This does not necessarily mean that Rickard is compelled to select Wills as his champion. He can just as easily pick anyone for Dempsey. Rickard is the man who can hold no contests between Dempsey and Tunney. He is the man who can hold no contests between Dempsey and Wills. And there is nothing the New York Commission can do about it. Breuer, who is a member of a Brooklyn law firm, is neither a lawyer nor a judge. He is not the legal status so far as it affects the boxer. He is not the legal status so far as it affects the boxer.

Breuer Training

HENDERSONVILLE, N.C., May 15.—News reached the training camp of Jack Dempsey from the east yesterday that his personal manager, Jack Kearns, plans legal action against the boxer and his manager, Tex Rickard, in New York next September.

Commenting on the report, Dempsey said it will be time enough then to consider the matter. He would like to see his plan, if any, in respect to Kearns and a legal action when the time comes.

"All I'm interested in now is getting the right opponent," he said. "For either Tunney or Wills," the champion said, "I'll fight anybody." A recent court decision from New Jersey, however, has put the boxer in a bind.

"I am pretty sure I was right in my original contract with Rickard," he said. "I signed with Rickard."

It was reported here that Rickard and his attorneys have convinced the boxer that he must accept the action initiated by Kearns to stop the fight or share the purse.

The 24-year-old, only heavyweight sparring partner he had in camp, Eddie Foy, was hospitalized yesterday. The 24-year-old, was called home to New York because of the serious illness of his wife.

To effect the departure of Lodge, Rickard has increased the size of his camp yesterday, increasing the number of sparring partners to five heavyweights from three named Mike Arnold.

Dempsey stepped off six miles on the road in the morning and worked the equivalent of twelve rounds in the afternoon.

NEW YORK FANS ARE SOLID FOR MR. BABE RUTH

Bambino Has Profited by His Mistakes and the Yanks Are on Top

NEW YORK, May 15.—If you ask the average New York follower of baseball what is the principal reason for the Yank's present position in the pennant race, he will tell you that it is Ruth.

The Babe, however, and his teammates have accepted him back into the fold. They are determined to return to his old form and had direct influence on the rest of the club to keep him in the lead in the race it has maintained during the early weeks of the campaign.

Old standbys have been put to the test, and the team which has seemed less profited from his mistakes has profited from his mistakes. Any ordinary

DUN'T ARGUE
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With Private Bath 1.30
GEORGE MCLEAN, Accommodator

STAR \$ TAXI!
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Willed Lefebvre 1045 185A Ave.
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Roots on Skin and Blood Diseases
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Muscular Diseases, Paroxysms on Nerves, Rheumatism, Neuralgia, Nervousness, etc.
Diseases of the Mouth, Throat, Nose, Ears, Eyes, etc.
Free by mail. 2000 copies
of our free booklet, "How to Get Rid of Your Troubles." Without sending to postage, send us your name and address, and we will send you our booklet free.
Suggest you get one before last day of month. It is a valuable book.

Treatment by Mail Our Specialty
**ENGLISH HERBAL
DEFENSIVE SOUP**
1250 101 Street, Edmonton,
B.C. (Mail Order, Telegrams, Herbs by
Subscription).

CARABOSSE IS TO BE SOLD AT CALGARY

**Turf's Flat Tire Goes Under
Hammer on May 24**

CALGARY, May 15.—Carabosse, that black streak of a few years ago, is to be sold Saturday at the races in the horse racing world a second time, according to his manager, Jack Kearns, plain legal action having been taken against Tex Rickard's guidance in New York, next September.

Commenting on the report, Dempsey said it will be time enough then to consider the matter. He would like to see his plan, if any, in respect to Kearns and a legal action when the time comes.

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PLAYING THE PONIES



**BUXTON'S MOST
FAMOUS HORSE WAS
NOT 'OMAR KHANNAH'
AT AQUEDUCT IN 1917 IT TOOK THE JUDGES 20 MINUTES
TO DELIDE HE'D WON THE 'CAWLEY READING STAKES BY A HAIR.'**

JAN. 1920
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LIMITED
Men's Wear Specialists
EDMONTON ALBERTA**

**CANADA WILL CONTEST
BOAT RACE IN LONDON**

**KAPTAIN KLEAN AT
YOUR SERVICE**

**Lester Klean's Clean
and Pressing Service that
needs your collaboration
Buggy transfers and impossible
cuts are going out of style.**

**Veteran
Taxi**

**MAC'S CONFECTIONERY
WE TRY TO PLEASE YOU
Hannan, per dozen 10c
Assorted 15c
ICE CREAM
Fresh Strawberry 10c
Banana Split 12c**

**MACDONALD HOTEL
NEW CLOSED CARS
We Operate a
Drive Your System
PHONES
5353-1000
Give Us a Trial
Proprietary
5111 101st Street**

**My Valet Co
HOUGLAND AND HILLUX
Props.**

**1891 — PHONES — 5547
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5352 1004 Ave.
Our Cars Call Everywhere**

**The Edmonton Riding Club
Saddle Horses for hire. Singles and
pair drives, driving lessons, carriage
driving, jumping, etc. Fine horses and
ponies always available.**

**BOYS' SHOP
"The Boys' Wear Specialist"
10335 Jasper Ave.**

SHORT NOTICE

**WEST END
Auction Sale**

**ON
Monday, May 17th
AT 2 O'CLOCK PROMPT**

At 10415 127th Street

Acting under instructions from Mrs. C. E. Darby, who has instructed us to sell the contents of her Beautiful Furnished Home, which was formerly occupied by the Hon. H. GREENFIELD, former Premier of Alberta, consisting of very high-grade Furniture, Rugs, Etc., which will be sold at the RESIDENCE, strictly without Reserve:

**The little dog-dinner at the next
house saw she is learning the Volga
Song because she intends to
go in the crowd, in a series with
the summer.**

**The man who translated sasho
can into animated quivins with
surprise, and his best work is
done with the leaping population of this
peculiarly apid species.**

**If they reduce the size of the oil
bill, we'll see whether the bidding
form really increases circulation.**

**McLEOD'S GARAGE
101st Street
Bords, Mechanical, Bridges and
Cars for your personal use.**

1005-1007 101st Ave., Edmonton, Alta.

**J. L. TIPP & SONS
TAILORS
Opp. Macdonald Hotel**

**Newest Suits
— AND —
TOP COATS**

**MADE-TO-ORDER OR READY-TO-WEAR
On Credit**

**Call and let us explain our
easy payment plan**

**WEAR WHILE
YOU PAY
MEN'S CREDIT
ON
O'COATS CRYSTAL LTD
10172 101st Street**

IT'S A BEAR

**FOR DELECTABLE, SATISFYING, REFRESHMENT
DRINK**

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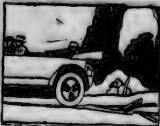
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MOTOR MINUS CRANKSHAFT FLYS PLANE

Cam Engine, Developed in Secrecy by U.S. Army, Successful

NEW YORK, May 1.—A new type of power plant originally developed secretly at the United States Army Ordnance Research Laboratory at Wright Field, Dayton, Ohio, received at the Army aircraft armories two weeks ago, and since then has made two flights at the Fairchild Airport. The engine is a single cylinder Avro biplane with a four cylinder cam engine.

The cam motor, built by the Fairchild Casting Engine Corporation, under the direction of Dr. W. C. Canfield, the inventor, differs from all others in that it has no crankshaft, connecting rods or flywheel, timing gears or valves, and no starting gear. So simple is the principle upon which it runs that it was entirely taken down after the test flights in thirty minutes.

In plan the cam engine looks very much like the conventional four cylinder engine, but the two cylinders are placed in a circle so that they form a triangle when set apart so that the radical departure from standard design is apparent. The cam motor uses the usual overhead valve system and double expansion.

Surprising Results.

In place of a camshaft the cam engine supplies its power directly from the cam itself, which turns through the medium of a large cam in the shape of a figure-eight. In the center of each figure-eight connecting rods are usually attached there is a small motor which transmits the impulse of the explosion from the piston to the rearward moving cam.

The mechanism is such that each piston moves forward with every revolution of the cam. In ordinary engines this operation requires a camshaft, a cam, a crankshaft, one for compression and expansion, plus a cam for intake and intake. The pistons in the cam engines are linked together to form a single cylinder which receives the usual overhead valve system and double expansion.

Weight 560 Pounds.

The motor tested out in the air and delivered approximately 150 horsepower at 2,000 r.p.m. and develops 100 horsepower at 1,500 r.p.m. in the same order of the cylinders as in sequence on account of the fact that each cylinder has its own cam and revolution of the cam. This gives the engine a maximum of 150 horsepower at low speed and makes possible the use of a number of great efficiencies in the engine. The cam motor is the most efficient high speeds available.

While this motor weighs more than two pounds a horsepower, Mr. Fairchild claims that it is more reliable and long life in the same proportion as the cam engines of low weight. He said that he was satisfied with year-long tests and will now proceed to put the motor in a factory for production. He also stated that the motor can be used in combinations of four, eight and sixteen cylinders, the latter being considerably reduced as the number of cylinders increases.

When the motor was first put into the plane up to report that it had been flying successfully, spending satisfactorily to every demand. Among those who came to Fairchild's laboratory to inspect the motor was Igor Sikorsky, who is building the world's largest flying boat. The across the Atlantic and his son, Baron Nikolai Soltikoff, both experts in aircraft construction, the inventors on his success.

AUTO PURCHASERS HAVE IMMENSE DEBT.

WASHINGTON, May 15.—More than 2,000,000 automobiles, representing about 90 percent of all cars sold, were sold in the country last year.

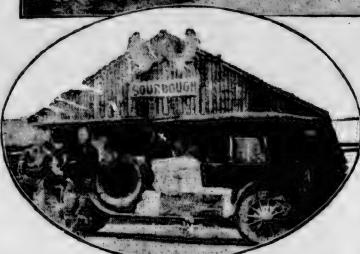
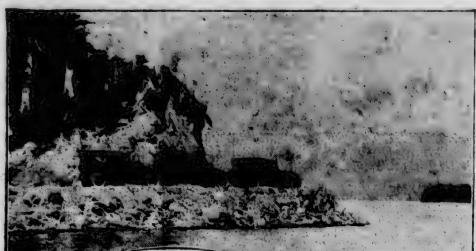
About \$5,000,000,000 represents the total amount of payments on new cars on which there were total cash-down payments of \$1,000,000,000. The amount of payment on used cars is estimated at \$1,000,000,000.

Banks and Finance companies have been eager to accept automobile loans, and the result is that third down and the rest in 12 months is the rule. It is evident that money loaned on automobiles is a comparatively safe investment.



C for the AUTOIST

Motor Car Travel 'Way up-North



Three of the seven
Studebakers used by the Richardson trans-
portation company to carry passengers to
between Fairbanks and
Chitina, Alaska.

Seven Studebakers cover a regular
route of 100 miles, often under
severe weather conditions, to a
seventeen hundred spot north of Anchorage.
The Studebakers are whizzing away, probably,
on their return trip to the south, from
the time the Richardson company operates these cars
in the Arctic regions. The route involves heavy loads as
well as continued high speed.

Fourteen miles from Junction cap-
ital of Alaska, the Richardson trans-
portation company has a
smaller trailer locomotive to haul
the company's route close by and
carry its three passenger
train.

It is known to all that the
weather is unpredictable in the
Arctic regions.

It is known to all that the
weather is unpredictable in the
Arctic regions.

Keep Your Eyes on
the Road

TO CONTINUE MANUFACTURE OF ESSEX CARS

**Propaganda to the Contrary
Promptly Refuted by
Hudson Company**

Officials of the Freeman Company

[Edmonton, Alberta agents for the Hudson

and Essex cars, have received a com-

mplaint from the Motor Hudson

Company stating that the company

had been instrumental in causing

the manufacture of Essex cars or

challenging the name of Hudson

cars, and that the Hudson

Company had been instrumental in

causing the Hudson

Company to stop manufacturing

Essex cars.

To those of you who are familiar

with our policies and products, a de-

tailed explanation of this propa-

ganda is unnecessary. We assume

that there are those who are

not familiar with the Hudson

Company.

To Hudson and Essex Distributors

and Agents:

Unfortunately some of our deal-

ers are influenced by propaganda

from the Hudson Company in con-

nnection with the Hudson

Company.

Give the generator and starter a

good inspection.

A spring overhauling is an im-

portant factor for the future. It prolon-

ges the life of the steering

gear and helps to

keep the tires in good order.

Inspect the bearings on

tighten all chassis and body nuts

and bolts.

Check the lower radiator hose and

see that inside lining is in good con-

dition.

Insure proper lubrication of

transmission and differential

and the entire gasoline dis-

tributing system.

Check the alignment of the steering

gear and wheels.

Turn over the tires and rims.

Check the oil pressure.

Give the generator and starter a

good inspection.

A spring overhauling is an im-

portant factor for the future. It prolon-

ges the life of the steering

gear and helps to

keep the tires in good order.

Inspect the bearings on

tighten all chassis and body nuts

and bolts.

Check the lower radiator hose and

see that inside lining is in good con-

dition.

Insure proper lubrication of

transmission and differential

and the entire gasoline dis-

tributing system.

Check the alignment of the steering

gear and wheels.

Turn over the tires and rims.

Check the oil pressure.

Give the generator and starter a

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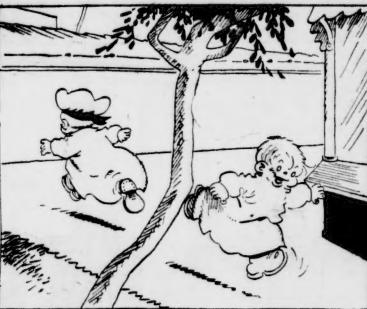




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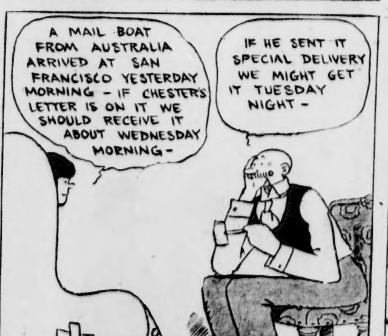
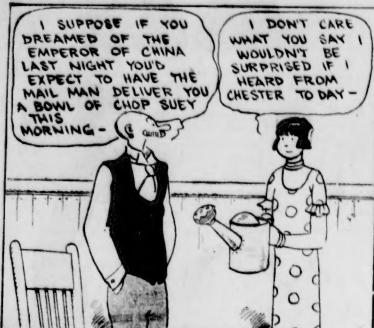
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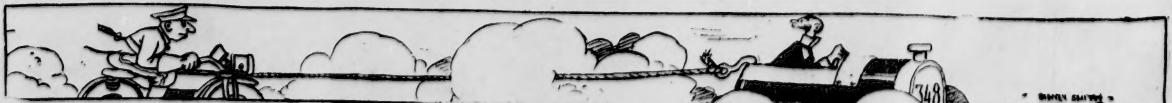


THE GUMPS

SIDNEY SHAW



OH MIN!



THE SPY

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BY
GENE
ALBRECHT

THAT ONE IS
CALLED
"THE TOREADOR"

VEH... MAJOR
HOODLE POSED
FOR IT!

